

Attendance of the June 19, 2002 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale & Associates
Brown, Hon. Arthur C.	City of Buena Park
Carpenter, Jeff	City of Los Angeles Community Redevelopment Agency
Cartwright, Kerry	Port of Long Beach
Chaiboonma, Eck	LACMTA
Cheng, Luke	LACMTA
Cuevas, Armando	City of Los Angeles
DiCamillo, LaDonna	BNSF Railway
Dorland, Kanya	Port of Los Angeles
Gillings, Bruce	NAIOP
Hicks, Gill	Gill V. Hicks and Associates, Inc.
Lai, Sue	Port of Los Angeles
Lee, Francis	Caltrans- District 7
Lee, Minna	LA County Metropolitan Transportation Authority
Little, Bryce	ACE Construction Authority
Lundy, Escalante	Caltrans
Morgan, Carl	LAWA
Morris, Hugo	Teamsters Local 911
Perdon, Al	APA
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
Smith, Dan	Tioga Group
Zureick, Andrea	SANBAG

SCAG Staff

Griffin, Mark
Patsaouras, Sylvia
Ruano, Marco
Wong, Philbert

WEDNESDAY, JUNE 19, 2002

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the May 15, 2002 Minutes

ACTION: Motion to approve the minutes was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 Status Reports:

- “Freight Village” presentation to TCC

Mr. Mark Griffin, SCAG staff, announced that the Freight Village presentation was not presented to the TCC due to time constraints.

Mr. Griffin also announced that AB2650, the State Assembly bill regarding truck queues at marine terminals, will be presented as an information item to both the Energy and Environment Committee (EEC) and the Transportation and Communications Committee (TCC) at their July 11, 2002 meetings. Mr. Griffin noted that the GMAC has not taken an official position. He asked if the committee would like to agendaize the item at the next GMAC for discussion, and the committee was in favor of placing the item on the July agenda.

Mr. Kerry Cartwright, Port of Long Beach, asked if SCAG had any information on an inland terminal being developed by Pasha in Victorville. Mr. Griffin stated that SCAG will research the issue and bring back additional information to the committee.

Mr. Luke Cheng, LACMTA, suggested that a letter of apology be written to Mr. Maggio for being postponed from the TCC agenda. Chair Brown stated the letter should be signed by the President of SCAG. Mr. Griffin will follow-up.

4.2 Report on the 2002/2003-2007/2008 Regional Transportation Improvement Program (RTIP)

Ms. Sylvia, Patsaouras, SCAG Manager of Performance and Implementation, and Ms. Rosemary Ayala, SCAG, presented this item. SCAG develops Regional Transportation Improvement Program (RTIP) once every two years. In developing the RTIP, SCAG compiles a list of projects from the county transportation commissions, then analyzes those projects for financial and air quality conformity purposes. The draft RTIP is currently posted on SCAG's website, and the public comment period will end on July 17, 2002 at 5pm. Furthermore, a public hearing on the RTIP will be held in each county in the SCAG region.

4.3 Report on the SCAG Empty Container Study and Truck-Rail Study

A. Empty Container Study

Mr. Dan Smith, Tioga Group, presented this item. Mr. Smith noted that the final report was completed in May, 2002.

Currently, there are roughly 2.7 million annual container movements. The idea of the Empty Container Study is to find ways to reuse import containers as often as possible for export loads without bringing the empty back and forth from the port. At the present, about 2% of containers are reused. The most common type of reuse occurs when truckers interchange the container between two of their own customers, perhaps an exporter and an importer. In addition to this type of interchange, an interchange can occur between customers of different trucking companies both using the same steamship line. This process is possible, but it is uncommon due to institutional problems. The third type of interchange involves exchanging containers between customers of different trucking companies and different steamship lines. This can potentially provide the greatest reuse opportunities, though it also has the greatest institutional challenges.

Container reuse currently occurs in about 2% of containers, though many in the industry believe that reuse can be increased to 5%. Through better information systems and an easing of institutional barriers, reuse can be increased to 5%. Though 5% does not seem like a lot, because of the sheer number of empty containers in the region, the difference between 2% and 5% is significant. In 2000, 5% reuse would have saved an estimated 86,000 truck trips. In 2020, 5%

reuse would save 1,000 truck trips per day. Truck trips are saved through fewer bobtail empty trips and fewer trips to and from the port. It is believed that 10% reuse is probably the maximum feasible.

Along with empty container reuse, it is also possible to reduce truck trips through the use of off-dock depots to serve as holding areas for empty containers. An off-dock depot could serve two purposes. First, it would act as a buffer storage point for interchange and reuse. Second, it would serve as a return point of off-hired leased boxes, (as opposed to returning boxes to marine terminals) known as depot direct off-hiring. Depot-direct off hiring can potentially save 126,000 truck trips per year. Furthermore, depot-direct off hiring combined with empty container reuse could have saved almost 350,000 truck trips in 2000.

Internet information systems would play a significant role in increasing empty container reuse. A “Virtual Container Yard” would provide information on container availability from which truckers could base their decisions on. The internet system would need to provide information on container reuse parameters, as well as the location of the container. Three internet systems – eModal, InterBox, and SynchroMet – are on the verge of providing container interchange and reuse support.

The public sector probably does not have a major role in increasing empty container reuse. However, it may have some influence in relaxing institutional barriers, and in permitting the construction of off-dock container depots.

B. Truck-Rail Study

The purpose of this study is to study the cost differentials between truck and rail movements in order to determine the propensity to shift from one mode to the other. Mr. Smith discussed changes in volume and translating these changes into VMT and the associated air quality impacts.

Length of haul and commodity characteristics were two factors used to determine the propensity to divert between truck and rail. It is important to note that limited data availability has been a problem in developing the analysis. Commodity diversion indices were prepared for truckload traffic going intermodal, less-than-truckload going intermodal, and truckload traffic going to rail or transloading. This analysis is partly based on the national rate at which a particular commodity is carried via intermodal rail or truck. For example, electrical equipment probably does not offer great potential for diversion to rail, because, on average, a higher percentage of electrical equipment moves intermodally within the SCAG region as opposed to the national average. As a result, there is probably not much potential to significantly increase the percentage of electrical equipment carried intermodally. This analysis was done for 19 different commodities, with some commodities offering high potential for diversion and some offering low potential.

It was determined through the analysis that 1400 trucks per day, which is equivalent to 14 trains per day, could be diverted. This reduction in truck traffic would reduce daily VMT by 140,000. Transloading offers the best opportunity for increasing rail carload traffic. Preliminary diversion estimates are a reduction of 3,000 daily truck trips across all cordon points and 500,000 daily VMT.

Remaining steps are to finalize trip estimates, convert them to VMT and emissions, and draft the final report, which should be completed by the end of June.

5.0 **COMMENT PERIOD**

There were no public comments.

6.0 **NEXT MEETING**

The next regular GMAC meeting will be:
Wednesday, July 17, 2002
9:30am-11:30am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 **ADJOURNMENT**

The meeting was adjourned at 11:00am.